Statement by Mr. Blanchard as to the War Being Waged Against the Alton.

Why Eastern Lines Were Ordered to Discontinue Selling Tickets-Western Roads Now at the Mercy of the C. & A.

Chairman Blanchard, of the Central Traffic Association, yesterday made the following statement concerning the position of the lines which have discontinued passenger relations with the Chicago & Alten: "In January last that company, with others, was courteously requested by the presidents and managers of sixty-one Eastern railway companies to desist from paying commissions to their ticket agents, such agents being instructed not to receive commissions from foreign roads. The law being settled that no person or corporation has a right to interfere with the employes of another we advised all our connections that such interference would be cause for canceling joint passenger relations. On April 6 the manager of the Alton responded to our final appeal by a written statement that his company was in favor of the payment of a reasonable commission to ticket agents and could not consistently commit itself to an opposite policy. It mailed to all our coupon agents circulars styling the action of our presidents a fad; paid commissions to agents whom it knew were directed not to receive them and publicly announced that if our lines wished to stop the practice they should prevent their agents from receiving the money, well knowing the impossibility of accomplishing this since the United States mails are inviolable. It also advised those agents that it would continue to pay those who would present commission claims. Any one can see that if agents are paid money to sell tickets by a given route the employ-er is unable to control them or to deal impartially with connections or justly with the public. Joint relations between railroad companies are matters of contract. The Alton road being unwilling in such usiness to cease soliciting our agents to violate their instructions, the Eastern roads were compelled either to yield unconditionally or to stop selling Alton tickets on which bribes could be covertly paid. The latter course was clearly neceseary for own defense, the public interest, and the protection of other Western connections which put the sales of their tickets unconditionally in our hands.

"The termination of passenger traffic relations was therefore forced upon the Eastern roads by the Alton company. The agency of the latter in respect to eastbound business was suspended, and at the same time the Eastern lines withdrew from their agency for the Alton in west-bound business. All this is a purely voluntary position on the part of the Alton company The mutual agency can be resumed at its pleasure, whenever it will stop its persistent corruption of our servants. Our action was taken regretfully, and not in any spirit of boycott. We demur to the use of the word. A boycott is an unjustifiable interference with another in the conduct of his own business. We are simply conducting our business in our own legal way. We do not interfere with the business of the Alton road or its employes. On the contrary, it is that company which claims the right to interfere with our business, and to seduce our employes with money. Its opportunity for doing so has sen stopped in the only practicable manner. If any one thinks our action is not in the interest of the traveling public he should read the most recent opinions and reports of the Interstate-commerce Commission, which has repeatedly recommended that the payment of commissions by one railroad company to agents on another forms. other for influencing passenger transportation should be made a penal offense. Furthermore, if the practice is defensible by proper railway management, why has no other railway given its indorsement in this issue to the principle of paying commissions? It is true that Western companies are permitted by their own rules to Alton company alone defeats the general WESTERN ROADS ALARMED.

cessation of this pernicious practice. There was a good deal of serious discussion at the special meeting of the Western Passenger Association at Chicago, yesterday. The proposition of the Chicago & Alton to discontinue the interchange of excursion certificates with the Eastern roads while the boycott remained in force involved the suspension of one of the association rules. A resolution was intro-duced to eliminate from the agreement that part of it providing for an interchange of certificates with connecting lines on excursion business. It was killed by the negative vote of the Atchison road, all the others voting in the affirmative. The Atchison ple explained, however, that it was useess to alter the agreement, as it was in the power of the Alton road to prevent the future interchange of certificates by simply clining to join in any reduced rates to and from the territory east of Chicago. It saw the point, and immediately gave notice that his road would take the course sug-gested. The Rock Island presented resothe form of a memorial lines, requesting them to take some measures for the protection of their Western connections against the effect of the Alton boycott. It was claimed that the present condition of affairs was detrimental to the interests of all the Western roads, and that if continned it would soon involve all the lines in the Trunk-line, Central Traffic and Western Passenger associations in a disastrous rate war. The Eastern roads were, therefore, called upon to modify their position in order to avoid such a result. Chairman Finley, in a spirited address to the meeting, said the life of the association was threatened, and that the Western roads must decide quickly what course they are going to pursue. The representatives of several roads spoke in favor of upholding the Alton in its course, and the Eastern lines were sharply criticised for the extreme measures they had adopted. No decided action was taken.

The Vanderbilt Inspection Party.

The special train carrying Cornelius Vanderbilt, Chauncey M. Depew, M. E. Ingalls and Joseph Ramsey, jr., arrived in the Union Station at 3:20 P. M. yesterday. Coming over from St. Louis the special feature of their run was making the run from Terre Haute-seventy-three miles-in one hour and twenty-two minutes. In speaking of the run from St. Louis here, Cornelius Vanderbilt remarked that he was surprised at the smoothness of the track and the apparent ease with which the high speed was attained, more especially from Terre Haute to Indianapolis. Mr. Depew also spoke in very complimentary terms of the St. Louis division of the Big Four. "The earnings of the Big Four," said Mr. Depew, "the last twelve months have been a surprise to all interested in the property. and demonstrate what consolidation of short lines, and placing them under the eye of as bright a rairroad man as M. E. Ingalls, will accomplish."

After inspecting the Union Station and its immediate surroundings the special train continued on its way to Cincinnati, making the run in two hours and fifty min-utes. At Cincinnati a banquet was given, last evening, to the party. This morning they will leave Cincinnati for New York, Mr. Ingalis probably accompanying them. The train in which they travel consists of The train in which they travel consists of a dining car and two elegant private cars. Both officials spoke of the marked improvement which had been made on Western lines as to their physical condition since they made their previous trip to Kansas City. Mr. Depew remarked, when looking over the Union Station, that Indianapolis had a station of which she had reason to be proud, for he knew of no better one, all things considered in this country. things considered, in this country.

Situation with the Mackey Lines. controls most of the roads which center at Evansville, says that the Journal is correct in stating that Mr. Mackey will, if oppor-

tunity offers, sell all of his roads to good profit, yet he would prefer to sell only the lines in Indiana which he has built in the last few years and the Peoria, Decatur & Evansville road. If possible for him to sell those and hold the Evansville & Terre Haute and the Louisville, Evansville & St. Louis, he would like to do so. Those well posted are of the opinion that neither the Huntington nor the Big Four syndicate will take the less profitable lines if they cannot get the two roads above mentioned. The Evansville & Terre Haute is Mr. Mackey's favorite, and he is looking for great results with the Louisville, Evansville & St. Louis in years to come. The stock of the Evansville & Terre Haute is to-day worth \$125
per share, and the road never misses paying
a dividend. Mr. Mackey says that the L.,
E. & St. L. will, this fiscal year, which ends
June 30, show earnings of \$1,500,000, and in
1892 will pay a dividend on its preferred stock. Mr. Mackey recently remarked to a friend that the reports that he was anxious to go out of railroading were partially true. He had larger mileage than he desired to look after, but if he had the E. & T. H. and the L., E. & St. L. only his cares would be much lessened.

Personal, Local and General Notes, Harry Dowling has been appointed con-tracting agent of the Vandalia, with head-quarters at Cincinnati.

The Vandalia company has purchased the property of the Plymouth Club, at Lake Maxinkuckee, paying \$16,000 therefor. Paul Rainer, chief inspector of the weighing and inspection bureau of the Central Traffic Association, is in the city on official

The Continental line on May 1 will close its office at Omaha, and A. A. Tomlinson, agent at that point, will be transferred to Kansas City.

The Lake Erie & Western earned, in the third week of April, \$54,157.70, a decrease as compared with the earnings of the corresponding week of 1890 of \$343.09. Boston parties who, a few months ago, bought stock of the Chicago & Eastern Illinois road, in large blocks, at 30 cents on

the dollar, are now disposing of the same at Messengers of the American Express Company who have long runs, 300 miles or more, were this week treated to a surprise, the company voluntarily raising their pay \$10 a month.

On Monday next the reduced rates to French Lick Springs and West Baden will take effect. A through coach will be run, iointly, by the Indianapolis & Vincennes and the Louisville, New Albany & Chicago, as last year.

The Railway Agents' Association of America will hold its seventh annual convention in Denver on May 20. One of the impor-tant questions to be discussed is what steps agents shall take to induce the roads to increase their salaries.

The passenger department of the Chicago & Eastern Illinois road will, after May 1, discontinue issuing stop-over checks on local tickets. After that date conductors will grant stop-overs only to holders of first-class unlimited coupon tickets.

The Ohio Falls car-works are building two fine excursion cars, which are to be run between New Albany and Louisville. They will accommodate a larger number of people than the ordinary cars run on the line, and are novel in their construction. The section men, numbering over four hundred, on the Western division of the Baltimore & Ohio road, have been notified

that after May 1 their pay would be advanced from \$40 per month to \$42.50. The action is voluntary on the part of the com-The business men of St. Louis feel that the Big Four is slighting them because it does not place an officer of higher authority at that point than any now located in that

city. In fact, there is but one general of-ficer, and he has to look after the business of the Cairo division also. Extensive preparations are being made at St. Louis to entertain the delegates to the annual convention of the Order of Railway Conductors, next month. The railroads have offered special trains for a trip through the Southwest after the ad-

journment of the convention. James Minning has been appointed master mechanic of the Nebraska division of the Union Pacific, with headquarters at Omaha; C. L. Sprigg, master mechanic of the Gulf division, headquarters at Denver; W. L. Egan has been assigned to other du-

ties. The changes take effect May 1. The roads running from the mining dis-tricts of Ohio are delivering more coal at the lake ports than in any former year in the month of April. The tonnage is really in excess of that when the country north has experienced the most severe winters. Should there be no miners' strike, these roads will have dull times after this month. General Manager Bacon, of the Indiana Car-service Association, the past week has been spending a few hours at a number of the more important junction points which are under control of the association. He reports matters moving very smoothly all along the line, and the shippers well pleased with the operation of the association, as

Mrs. Harry Netherton has asked the authorities of the city of New Albany to place her children in the Orphans' Home of that city. Nothing has been heard of her husband, who was an engineer on the Lovisville division of the Pennsylvania some weeks ago, leaving his family in destitute condition.

The Peoria, Decatur & Evansville road, which has in years past been looked upor as an elephant on the hands of its owners, is developing an unexpected earning caspecial rates. The Alton representative | pacity. Since the 1st of January its earning fourteen weeks of 1890 by \$53,394. It is claimed that this road is operated on 51 per cent. of its gross earnings.

Fx-President Norton, of the Louisville & Nashville road, accompanied by his family, started on Thursday on a pleasure trip to the Pacific coast, to be absent several weeks. They travel in one of the private cars of the L. & N. officials. Mr. Norton was for seven years president of the Louisville & Nashville, and during that time confined himself so closely to business that he really needs a few months' rest.

An old-time railroader, last evening, in speaking of the praise which is being bestowed upon the St. Louis division of the Big Four, said the credit for this excellent condition of things should be given to the late J. H. Devereaux. He was instrumental in placing the road well upon its feet, both financially and physically. His management of the Bee-line and the L. & St. L., when president, is now looked upon as having been very able.

The Louisville, New Albany & Chicago passenger department is disposed to be boastful over the excellent through business they are doing. On Thursday night Conductor Angle's report shows that on board the train going north were seventysix through passengers, fifty-five of whom were in the sleeping-coaches. Coming south, the same night, Conductor Mitchell's report shows that his train carried fifty-six passengers, thirty-one of whom were in the sleeping-coaches.

An effort is making to start up the foundry department of the Indianapolis car-works, if not the whole concern. The car wheels manufactured by the Indianapolis works had gotten an excellent reputation, and a former official of the company states that there would be no trouble in selling to car-works now running and to railroads in this and adjoining States all the wheels that could be manufactured.

The capacity of the foundry is about two hundred wheels a day.

The building of the Toledo & Chicago line has again come to the front. County papers along the proposed line in northern Indiana are enthusiastic over the enterprise. The Goshen Times says an organization of energetic men all along the line will sweep the old rubbish out of the way and build the road. It is much easier to build roads on paper these days than it is to raise \$15,000 a mile for construction, more especially where the road will practically parallel a number of other roads.

General Manager McDoel, of the Louisville, New Albany & Chicago, has this week been making a trip over the lines, stopping at New Albany one day. As a result of his visit to New Albany the shops are to be fully equipped with men and full time is to be made until every engine and car on the system is in good condition. The road's stone and coal traffic is improving daily, especially the former, and its stone traffic this year promises to be the stone traffic this year promises to be the beaviest in the history of the line.

With the consolidation of the Hannibal & St. Joseph, the Kansas City & Council Bluffs, the St. Louis, Keokuk & Northwestern, and the Chicago, Burlington & Kan-An intimate friend of D. J. Mackey, who | sas City, on May 1, under one management,

gent; J. C. Bartle, assistant general freight agent, and A. C. Dawes, general passenger agent. All will be subject to the orders of the higher officials of the Chicago, Burling-

ton & Quincy. A few weeks ago mention was made that A. M. Tucker, general superintendent of the N. Y., P. & O., was having serious trouble with his eyes and had asked for a few weeks' absence to travel and rid himself, if possible, of his troubles. For some weeks he has been South in a private car, but has not improved as he had hoped to, and it is understood he has tendered his resignation as general superintendent of the N. Y., P. & O. He resigns only on ac-count of ill health, as he is highly esteemed as a railroad man by the Erie people operating the N. Y., P. & O.

CULLINGS FROM THE COURTS.

Seeking to Establish Her Right to Propert Bought by Her Betrothed. Emma Teet is the plaintiff in a suit on trial in the Circuit Court, against Jacob G. Tresslar, to quiet title to a piece of property. The testimony of the plaintiff was that she and Tresslar, at the time of the purchase of the property involved, were engaged to be married. The defendant learned of a bargain in a piece of real estate, and so informed her. She gave him the money to purchase the property and have the deed made out in her name. This instrument, however, he failed to deliver to her, evading her demands for something to show for the money advanced, which was \$130. He finally gave her a promisory note for that amount, but the engagement was soon after broken. the defendant married another woman. She ascertained that the deed had been made out in his name, and then brought suit to recover and quiet title. The defendant offered to pay the note at any time, but the offer was refused. Some very entertaining and romantic cor-respondence was offered in evidence, but was ruled out by the court for lack of competency. The trial was before a jury, and the argument closed last night.

The Probate Record. Wyatt Minshall qualified yesterday as the executor of the will of Lydia V. Minshall, deceased, with bond of \$2,000. Hannah Romberg filed a bond of \$2,000 as guardian of Mary Beard, minor, and one of \$3,000 as executrix of the estate of Margaret E. Beard. John King was appointed Beorge C. Webster, jr., qualified as administrator of the estate of George C. Webster, deceased, giving a bond of \$16,000. The will of Jacob Michelfelder, which makes his wife heir and executrix, was admitted to probate.

Wilson's Business Difficulties. Louis Hollweg asked Judge Brown, yesterday, for an award of a judgment of \$450 against Oliver E. Wilson, who has a store at No. 224 West Washington street. The defendant it is alleged is deeply in debt, and provision to pay what he owes plaintiff has been made; and, further, attachments to satisfy a part of the debts have been issued from the court of a justice of the peace. The plaintiff asks for the appointment of a receiver.

Notes from the Dockets. The Whitestown Milling Company filed a replevin suit last night against Frederick Saumann, an Indiana-avenue baker, who bought a car-load of flour of the plaintiff on credit. It is alleged that he immediatey after the purchase of the flour transferred his store to his cousin, David Baumann. The amount demanded is \$552. Morris Herzog has brought suit in the Circuit Court for \$600 damages, arising, he claims, through the purchase of seven Shetland ponies from Horace F. Wood. Herzog avers that the ponies were said to be sound and healthy, whereas they were

> The Court Record. SUPREME COURT DIECISONS.

15029. John A. Ries vs. Jasper Mc Clatchey. Warren C. C. Affirmed. Coffey J.—Action by appellee against appellant to set aside a sheriff's sale of real estate. Sale was made upon an execution issued upon a judgment rendered against appellee upon default. Judgment was rendered upon a complaint containing one paragraph based upon a contract and two based upon alleged tort. Appellee being worth less than \$600, including the real estate, claimed it inder his statutory exemption. Held: 1 That as there is nothing in the record showing upon which paragraph of complaint judgment was based, it is presumed to have been based upon the one founded upon contract, as the presumption of law is always against fraud and wrong-doing. 2. That where a creditor has two classes of action against his debtor, by uniting them in one suit and obtaining a judgment thereon he reduces that in which his rights are superior to a level with that in which his rights are inferior. 3. By improperly uniting his right of action for the tort with his right of action on the contract and taking judgment in such form as to preclude the possibility of separating the one from the other, the appellant reduced his rights against the appelles to the rights he possessed under the contract. 14983. Lurrilda Huffman et al. vs. George W. Bence, Administrator, etc. Putnam C C. Affirmed. Olds, C. J. - 1. Where a father has conveyed his real estate, being all the property which he possessed, to his daughter, she agreeing in consideration therefor "to board, nurse and take proper care of him during his natural life," such agreement binds her to procure and furnish necessary medical assistance in case of sickness. 2. Where the father's physical condition was such as to require the services of a physician, and he called upon the daughter to procure the same for him and she refused, he had the right to employ the appelles Bence, who was a physician, to render such services and to recover the value of such services from the daughter and have the amount declared a lien upon the real estate so conveyed to her as a consideration for such services. 3. The appel lee Bence, having performed the services at the request of the father and the father having died before paying therefor, the claimant is entitled in equity to be subro-gated to the rights of the estate.

SUPERIOR COURT. Rccm 1-Hon. Napoleon B. Taylor, Judge. E. A. Patterson vs. S. P. Hamilton; appeal from Alford, J. P. Dismissed and costs

The Knickerbocker Ice Company vs. The Vernon Insurance Life, Trust, Trading and Manufacturing Company. Dismissed. Charles Lauer, Assignee, vs. Anna H. Sullivan et al.; partition. Decree granted. William H. Jordon appointed commissioner. Mary Burnett vs. Hervey Bates. jr. and Hervey Bates, sr. Jury out.

Room 2-Hon. James W. Harper, Judge. McCormick Harvesting Machine Com-pany vs. Albert N. List and Joseph List; note. Judgment for plaintiff for \$191.63.

The South-side Building and Loan Association vs. Paulina Roth et al.: forclosure. udgment for plaintiff for \$3,163.19.

Room 3-Hon. Lewis C. Walker, Judge. Oren W. Shaw vs. C., C., C. & St. L.; damages. Judgment for \$50. John S. Sponnance et al. vs. Frank 1 lennings et al.; account. Finding for de-Consumers' Gas Trust Company vs. John C. Groff; contract. Dismissed at plaintiff's New Suits Filed.

Eva Wilkins vs. Thomas Wilkins; diorce. Abandonment. Whitestown Milling Company vs. Frederick Baumann; replevin. Deniand, \$532. CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Martha M. Brown vs. Citizens' Street-

railroad Company. Jury returns verdict for

plaintiff for \$600. Presbyterian Church of Noblesville vs. George C. Richwine. Finding for plaintiff. Emma Teet vs. Jacob G. Tresslar; to quiet title. Trial by jury. New Suits Filed.

Louis Hollweg vs. Oliver E. Wilson; account. Demand, \$450. Morris Herzog vs. Horace. F. Wood; damages. Demand, \$600. CRIMINAL COURT. Hon. Millard F. Cox, Judge.

State vs. Hamilton Smith; surety of peace. Finding of guilty. Released on suspended judgment. State vs. Daniel Brown; embezzlement. Trial by jury. Exceptions Cannot Be Made.

Pittsburg Dispatch.

MARING ROOM FOR DEMOCRATS.

The Board of Public Safety Equalizing the Fire Department Politically-Other Matters.

The Board of Public Safety met yester-

day to consider appointments in the fire

department, and ordered eleven applicants to appear before Fire and Police Surgeon Earp, for physical examination. They are D. F. Huffer, Eugene Faulkner, John Hull, Samuel F. Irish, John Monaghan, Patrick Merrick, B. F. Plummer, Lee Miles, James Riley, William Donavan and James A Frazier. Of these Huffer, Monaghan, Hull, Faulkner and Donavan are either substitute firemen, or have before been connected with the depart ment. They had the recommendation of Fire Chief Webster. The board spent six or seven hours searching for the eleven Republicans who must be retired to make room for the eleven Democrats whose appointment is required to divide the department equally between the two political parties. The difficulty was in deciding upon whom removal would work the least hardship, the present Republican quota being recognized as all good men. Just as some unlucky fellow would be determined upon for removal, the board would find a family of five or seven and in one case nine de pending upon him for support, and the slate would be broken. Mr. Catterson said, last night, that it was the hardest job they had yet encountered, and President Holt indorsed the expression. The men to be removed are not yet all selected, but no one them will know his fate before May 1, when the new appointees are expected to report for duty. When the board assumed control the payroll showed ninety-six firemen employed seventy-one of whom were Republicans and twenty-two Democrats. The number was increased by fourteen, making 110 in all. The fourteen new appointees were all Democrats, thus relieving the board of discharging seven Republicans in addition to the seventeen certain to be removed. The 110 firemen are assigned among seventeen fire companies, including tower. These companies are numbered somewhat in confusion, as No. engine-house, No. 1 hooks, etc., but President Holt says he has a plan to relieve the repetition of numbers. It is probable the board will take some measure to have a flight of stairs put in the tower to replace the present ladder. This ladder is sixty feet tall, and has been used so long that the making the rounds of the fire companies a few days ago the members of the board slighted the tower, but last night expressed the intention of mounting the ladder and gaining a bird's-eye view of their official domain. The board will probably decide to put a telephone in Superintendent of Police Colbert's residence. The subject, however, will not receive much attention till the latter part of next month, when the making of a new contract for the city telephones will be up for consideration-the contract under which the telephones are now rented expiring on the 1st of June.

MINOR CITY MATTERS.

To-Day's Doings. GRAND OPERA-HOUSE - The Liliputians; afternoon and evening. ENGLISH'S OPERA-HOUSE-"A Pair of Jacks;" afternoon and evening. PARK THEATER-"The Devil's Mine;" afternoon and evening. ART EXHIBIT-Propylæum; day and evening.

Local News Notes.

A meeting of the Marion county ber will occur this afternoon, at 2 o'clock, in Superior Court room No. 1, to take action on the death of Jonathan S. Harvey. The County Commissioners will return to-day from their two weeks' trip, during which they have probably acquired enough information to build Marion county the finest and healthiest jail in the United

The Wayne knitting-mills, of Fort Wayne capital stock, \$30,000; Farmers' Creamery Company, of Union City, capital stock \$6,000, and the Patoka Building, Loan Fund and Savings Association, of Winslow, Pike county, were incorporated yesterday.

Personal and Society. Mr. and Mrs. M. S. Mayberg, of Spring-field, Mo., are in the city visiting the parents of the latter, Rev. and Mrs. Messing. No. 519 North Alabama street.

Mrs. N. K. Elliott, Mrs. W. R. McKeen and Mrs. Frances M. Haberly, of Terre Haule, who were here to attend the art exhibition, returned home yesterday. Miss Hannah Tousey gave a very pleasant progressive card party last night, at her home on North Illinois street, in honor of Miss Bella Lloyd, of Louisville, Ky. Quite

a large party of friends accepted Miss The Krænzchen was entertained yesterday afternoon very delightfully by Mrs. Charles F. Robbins, at her home on North New Jersey street. The afternoon was spent in German conversation, following a fixed programme of subjects.

Dr. R. J. Gatling and wife, of Hartford, Conn., are visiting Mr. and Mrs. John S. Duncan on North Alabama street. The Doctor is the inventor of the celebrated gun bearing the name, and was recently elected president of the Inventors' Associa-

Mr. George Thayer, formerly of this place, now of Chattanooga, Tenn., is here for the purpose of building upon property dence at Chattanooga is the house that General Rosecrans occupied as headquar-

The Clover Club, an organization of eight young ladies, was entertained at dinner last evening, at 7 o'clock, by the only married member of the club, Mrs. Edward S. R. Seguin. Each member was privileged to invite an escort, and the gentlemen were very appreciative of the compliment. The evening proved a delightful occasion.

Mr. E. W. Halford and daughter, Miss Januette, sailed for Europe this morning at 5 o'clock on the steamship Saale, of the North German Lloyd. They will arrive at Southampton on next Friday evening or Saturday morning and proceed to London, where they will remain only a day or two. They will then go to the continent, and, after two or three days in Paris and Berlin. return to London to remain until about the 15th of May, when they will return to this country. They go abroad for the benefit of the sea voyage, both being in reduced

Miss Nellie and John Shaffer are visiting in Indianapolis Mrs. R. C. Griffith and son Harry, of Morgantown, are visiting in this city.... Miss Ned Griffith is visiting friends in Indianapolis....Miss Carrie Monical, of Brooklyn, is visiting here.... Robert Kallam and wife are visiting relatives in Shelbyville ... Miss Lona Case, of Brookville, is visiting her cousin, Miss M. E. Armstrong...Mrs. P. M. Parks and children are visiting in Indianapolis....
Misses Anna Tilford and Lillie Bane are visiting in Indianapolis Mrs. Elizabeth Randall, of Indianapolis, is visiting her parents, Mr. and Mrs. B. F. Butler....Mrs. W. S. Sherly is visiting relatives in Indianapolis...Mrs. M. B. Collins and Miss Callie McCracken are visiting in Paragon...Mrs. Dr. J. F. Freeland, of Bedford, is visiting her sister, Mrs. J. J. Johnson...Mrs. Eunice Blankenship is visiting in Paragon.Mrs. Payne and son, of Nashville, are being entertained by Wm. Payne...Mrs. Paulee Graves is visiting in Brooklyn.... Mrs. Ida Landers has returned from a short stay in Mooresville...Miss Gertrude Greason, of Brooklyn, is visiting Miss Callie McCracken...Mrs. R. C. Houston, who has been visiting Mrs. J. J. Johnson, has returned to her home in Bedford...Miss Dora Hiener, who has been visiting Miss Carrie Kiefer, has returned to her home in Indianapolis....Miss Anna Eshuger spending a week in Indianapolis.... W. A. Comer and wife are visiting in Mooresville.

Mrs. Thomas Lester, of Washington, who has been visiting Mrs. Root, has returned home Mrs. John T. Goodman and children are visiting her parents at Bicknell.
....Miss Emma Ryder left this week for
Newport, Ky., to visit her grandmother....
Miss Lydia Niblack, of Indianapolis, will
visit this city next week....J. H. Bruce and
wife, of Bruceville, left Tuesday for Kansas, to visit their daughters, Mrs. Alice Vincent and Mrs. Mattie Brentlinger...Miss Clara Gibson, of Washington, who has been visiting her sister, Mrs. John Bierhaus, has returned home....Miss Fannie Graeter accompanied her father to Cincin-

Anna Wheeler, of Terre Haute....Mrs. T. W. Roberts and Mrs. Fanny Curry, of Lawrenceville, Ili., were in the city this week. Miss Sallie Curry left this week for Indianapolis....Mrs. Mary Heberd and Miss Marion McKinney went to Evansville this week....Mrs. Dr. T. H. Taylor, of Evansville, is the guest of Mrs. C. N. Cheever....
Harry Forter and Misses Edith Reynolds

and Hannah Green are the guests of Miss

Louise Watson, of Terre Haute, PUMPING OF NATURAL GAS.

The Indianapolis Company for the McHugh Law-Its President Not in the Chicago Line.

Judge Niblack finds that he was mistaken in his impression that the Indianapolis Gas Company is opposed to the Mc-Hugh auti-gas-pumping law. "I received that impression," said he yesterday, "from a gentleman connected with that company, but who now says that I misapprehended him entirely, and that in what I said in an interview published in the Journal this morning, I did a very great injustice to both the company and to Mr. Dietrich, who severed his connection with the Chicago scheme some time ago. The Indianapolis company is, I am assured, heartily in favor of sustaining the McHugh law. I accept these assurances in good faith, and now have every reason to believe they are true. I regret to have done any unintentional injustice to either Mr. Dietrich or his com-Death from Too Much Laudanum. The Board of Health officials were yester-

day surprised to find a death certificate filed in their office in which the cause of death was given as morphine poisoning. The deceased was Mrs. Maria A. Norton, and the place of death No 12 Hall place. The nature of the report led the board to notify Coroner Manker, who investigated the matter and found that the lady, who live in San Diego, Cal., and was visiting her son at the home mentioned, was accustomed to use laudanum to ease neuralgic pains. She retired suffering from pain on the night preceding her death, and the circumstances lead the coroner to believe that a dose of the drug was taken with the inten-tion of gairing relief. The laudanum is supposed not to have acted quickly enough and a second dose was taken with fatal re-

Work on the Monument. Deputy Architect Baumann, of Chicago, will be here next Tuesday to inspect the excavation for the terrace walls of the soldiers' monument. H. A. Streeter, the contractor for the stairway and turret will accompany Mr. Baumann, bringing with him a model of his work. Persons who have ascended to the top of the shaft say that the view is magnificent, and incomparably better than from any other point

DAILY WEATHER BULLETIN.

Local Forecasts For Indianapolis and Vicinity-For the twenty-four hours ending 8 P. M., April 25-Warmer, fair weather. GENERAL INDICATIONS.

M. Saturday. For Ohio and Indiana-Fair; winds shifting to easterly; warmer. For Illinois - Warmer; fair weather; southerly winds.

Observations at Indianapolis,

WASHINGTON, April 24.—Forecast till 8 P.

INDIANAPOLIS, April 24. Time. | Bar. | Ther. | R. H | Wind. | Weather. | Pre. 7 A. M. 29.84 47 79 North. Cloudy. 0.00 7 P. M. 29.88 57 59 North. Cloudless 0.00 Maximum temperature, 60; minimum temper-Following is a comparative statement of the temperature and precipitation on April 24:

General Weather Conditions. FRIDAY, April 24, 7 P. M.

Pressure.—The barometric pressure connear Lake Winnepeg; another off the Nova

TEMPERATURE.—Cool temperature is reported from the lake regions and the extreme Northwest; very high temperature between the Mississippi and the Rocky mountains; 40° and below is reported from Lakes Superior and Huron northward, also eastern Illinois, Indiana, Kentucky and North Carolina northward, and from Wyoming northward; 70° and above from Utah, Manitoba, Minnesota, Arkansas, southeastern Tennessee, Alabama and Florida southward; 80° and above on the eastern slope of the Rocky mountains. PRECIPITATION.—Rains fell on the At-lantic coast from North Carolina southward to Florida and from Montana and Oregon

PENSIONS FOR VETERANS

northward.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. named Indianians:

Original—David M. Parish, Jos. Gintner (deceased), John W. Summers, Wm. Homsher, Robert Ewing, Peter D. McGee, Wm. R. Barn-Robert Ewing, Peter D. McGee, win. R. Barnard, James Bavely, Thos. Sapp. Leander H. Rich, George W. Haley, Alonzo Osborn, Wm. Morrison, Wm. Price, Webster Cotton, Peter Ricks, Geo. Lockitt, John L. Cabbert, Joshua S. Hunt, (navy) Jacob Keyer, (navy) Madison M. L. Smith, John Schmidt, Jos. Puff.

Additional—Edward Nolan.

Increase—Peter Gesser, Geo. Parvis, John O. Lamb, Irvin G. Van Tilsburg, Edmond Lahue, Wm. Dilley, Patrick Butler, David Waddle, Daniel Mitchell, Daniel W. Field, David S. Howell, John Williams, Marmaduke B. Lindssy, John S. Cochran, Theodore W. D. Hutchison, John T. Littell, Richard Williams, Wm. S. Kaler, John M. Stuart, Owen P. Nottingham, John Tipps, Wm. Crumrine, John Patterson, Franklin Nellis, Peter Barwinger, Jacob Zeigler, Jas. S. Blythe, Geo. S. Day, John W. Noland, Harlow Payne, Shady Childers, Newel P. Lewis, Robt. Campbell, Allen L. Champess, Jas. B. Henderson, Jehu J. Moore, John H. Lamb. Reissue-Henderson Shoaf, Nathan A. Hope, Jas. A. Trulock, Joshua M. Watson. Original Widows, etc.—Sarah A. Brown, former widow of Owen Jarrett; Fidelia, widow of Jos. Ginther; Elizabeth, widow of Samuel Prescott; Rosanna, widow of Roland Fegen; Lovina, widow of Jos. F. Brown; Gertrude R., widow of Norman E. Conde; Laura A., widow of Jacob F. Wire; minors of Jos. Lawson; Sarah E., widow of James A. Mosley; Emma, widow of Oliver Grazier; Elizabeth, widow of Wm. B. Graham: Anna. widow of Wm. W. Martin; Atha J., widow of Benj, F. Leonard; (special act)
Mary E., daughter of Barton W. Graham; (special
act) Absalom M., father of Wm. Wolf; Rebecca
DePew, mother of Mortimer Denny.
Widow of 1812—Malinda, widow of Samuel

TO RESIDENTS OF ILLINIOS. Original-Andrew Starts, Wm. H. Armentrout John Snyder, Robert W. Arnett, James Snodder ly, Melchior Bittel, Thomas Ross, Amos S. Glenn, Martin H. Reeder, Francis M. Ingram, Charles Edwards. Andrew Henderson, Jerry McCarty, Newton N. Akerly, Martin Brew, William Canada, Jacob North, (navy) Hans Jasperson, (navy)
Eugene Thomas, Israel E. Foracre, Patrick H.
Gordon, George Newberry, Alvin Edwards,
Daniel L. Murphy, Samuel W. Hughey, Michael Hellenthal, Walter E. Holt, Franklin Clayton, William Schlingmann, Levi Miller, George Brooks, Michael E. Fitzgerald, Adolphus R.

Long.
Additional—James Lish, Jackson McCniley.
Restoration and Increase—John H. Scott.
Increase—Edward N. Blakeslee, John W. Jolley, Jonathan R. Deaton, Thomas Markley, Wm. A. Gibson, Henry U. Phillips, Henry Newport, Charles M. Shaw, Richard C. Kelly, Sylvester Igo, Chris Piepho, Simon Hansmeier, Robert Highland, Charles Franklin, Samuel P. Snavely, George C. Heuring, Wesley P. Smith, Joseph Jones, Joshua, L. Morris, George W. Becklee. Reissue-John Edeline, Jacob Kohr, Edmond Original Widows, etc.—Elizabeth A., widow of George B. Heath; Alice A., widow of Joseph P. Lamer; Gertrude, widow of Mathias Johnson;

Abigail, widow of David Gaddis; Susan E. widow of James Gossage; minors of Theodore F.
Manley; Emma E., widow of Peter Maly; Matilda H., widow of Daniel Morrison; (special act)
Mary C., widow of Wm. Hoffman; (special act,
navy) Einora A., daughter of James B. Dixon; (special act, old war) Nancy J., widow of James Knetzar; Mary, widow of George W. Humes; Ellen J., widow of Wm. Wood; (special act, old war) Martha, widow of James H. Tennery; (special act, old war) Elizabeth P., widow of John R. Satterfield. Mexican Survivor-(Special act) Joseph Mason.

It Depends. "Will He Marry Her?" is the title of) THE NATURAL-GAS SUPPLY.

Criticism of the Arbitrary Course Pursued by the Officers of the Consumers' Trust.

To the Editor of the Indianapolis Journal: The action of the Consumers' Gas Trust in refusing to grant additional gas service has had a depressing effect on many branches of spring business, notably on real estate and building, and even merchandising. To start with, the early season's business received a backeet by the striking carpenters, mill-men, painters, tinners and the unfavorable weather, and now a further and threatened blow to general business is the Trust's announcement of no new service, coupled with their unwarranted, unjust and arbitrary refusal to make the best of a bad condition, brought about wholly by the folly of duplicating gas mains on the same streets, instead of dividing territory between the companies. The directory refuse connections on their lines for eight months of the year, at a time when there is an undisputed supply of gas, it being only during zero weather that any shortness is feared. They also refuse to permit a patron who owns two pieces of property-one being supplied with Trust gas, while the other piece is unsupplied and located on the Trust's low-pressure mains-to entirely disconnect the first piece from the Trust's mains and connect the same or less number of fires to the second property, the owner offering to bear all attending expense. No more gas would be consumed and no outlay attach to the Trust by such a transfer of service, and it fully meets their excuse, "a short supply of gas." The only reason offered for not granting so reasonable a request is, "not possible." Another queer and inconsistent ruling is the following: A gentleman owns a brick business block. consisting of two store-rooms on first floor, Nos. 166 and 168 Washington street, and ten suits of living rooms above, occupied by as many families Store-room No. 166 has gas service, but No. 168, the adjoining room, has not. According to the recentlyadopted "gas-famine" rules of the Trust the gas service of No. 166 cannot be extended into No. 168, one room, but can be extended into any or all of the ten rooms over No. 166. Remember, the excuse for this rule is a "short" supply of gas, but it takes a ng." or full, supply to meet its demands. The owner was told that, even if the building was ten stories high, all the rooms and families occupying such a building could have extensions made to their respective apartments.

At least two thousand contracts for eight months' service could be taken by the Trust, and no present consumer's supply be interfered with. Further, by transferring consumers from Trust to Indianapolis mains—the latter company continues to make service connections—where the two companies duplicate mains on the same streets at least six hundred families who are now unsupplied living on streets occupied only by Trust low pressure mains could enjoy the convenience so generally enjoyed by their immediate neighbors. True, the ordinance which the Trust accepted and gave bond to comply with specially directs that all applicants on its lines be served, and provides criminal prosecu-tion and penalty for each separate refusal, but the one dominating spirit of the Trust directory—he of the imperious will—says in effect, "the public and the city ordinance be d-d," and some of the other worthy gentlemen composing the board, while recognizing the exceeding unreasonableness of some of these rules, meekly bow submission, and thus the affairs of this supposed beneficent corporation, created by the pub-lic, are diverted into acts of offensive inustice that are causelessly breeding a large crop of lawsuits and contention that will

esult disastronsly. The effect of this suspension of gas servce on the growth and building interests. and, consequently, the general busigess of the city, is worse in effect than if gas had never been brought inside the corporation. Those in a position to know claim that in the northeast quarter of the city alone, including Woodruff Place, there have been over fitty houses planned for this season's erection, costing from \$3,000 to \$12,000 each, the building of which is now held in abeyance since the Trust's announcement. Suppose gas had never been piped to the city, no such condition of affairs could have arisen. All would have been on an equality as to fuel. People who have enjoyed the convenience of gas for two years will not sell or vacate their old houses for new ones in which, however modern or elegant, sooty coal must be used as fuel. How else can this affect the real estate market but disastrously? Will this state of affairs draw strangers here to invest in property or business? If continued it will be the "blackest eye" the city has received, and from its avowed friends, since the panic of 1874. What is the effect in a town where the building interest is handicapped as in this instance? The architects, builders, material men, the planing-mills and their operatives, the brick-layers, planterers, carpeters, painters, tinners and laborers are hose who feel the direct and immediate effects. Afterward the grocer, butcher, baker, dry-goods-dealer, clothier, furniand carpet men, etc., all the lines of trade, are second-effect. The Board of Trade and the Commercial Club seem to have sleep over this matter and are bending their energies in resolving and passing around subscription papers in be-half of a military tournament lasting a few days in July. Would it be an offense to suggest that they divide their energies in an effort to increase the supply of gas for an effort to increase the supply of gas for meeting.

at 2 o'clock p. m., for the election of seven directom to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting. an effort to increase the supply of gas for this city? Join Tucker and enlarge his contemplated Greenfield pipe line, or set on foot some other scheme that will facilitate the flow of gas to Indiana's capital and relieve the alleged "gas famine" that now af-fects so many and such vital interests. In the meantime the directory of the Trust should change Lincoln's immortal words now inscribed on the Trust's great official seal, of "the people, by the people and for the people," to read in accordance with the exact facts, viz.: "of the people, by the peo-

ple, and for a part of the people only."
BUILDER AND STOCKHOLDER. INDIANAPOLIS, April 24.

Republican Education. Pittsburg Chronicle-Telegraph. A directly and distinctly valuable result

f the convention is the recognition of what is rather irreverently called "missionarizing." The central board or committee of the organization ought by all means take up this subject of the political education of the masses at the earliest possible day. A close investigation and esti-mate of the value and cost of the various methods should be made, means gathered to prosecute the grand and noble work, and the result cannot fail to be surprising and gratifying in the extreme. The days for marching clubs and torch bearing are passed; processions and parades convince or convert nobody. The coming campaigns must be decided by pure processes of reasoning and argument. The field is immense; there will be lifteen millions of voters at the next presidential election, and it is safe to say that several millions have as yet rather hazy notions on the tariff, on the silver question and on reciprocity. Yet all these questions are capable of plain, easily comprehended treatment, so that all but the most ignorant and benighted can understand enough about them to cast their votes in the proper direction.

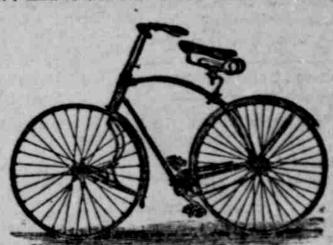
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STATE OF INDIANA, DEPARTMENT OF PUBLIC INSTRUCTION INDIANAPOLIS, April 9, 1891. Indianapolis, April 9, 1891.

Notice is hereby given that sealed proposals will be received from publishers, authors, or compilers, by the State Board of Text-Book Commissioners of Indiana, to furnish text-books to the school trustees of the State of Indiana, for use in the common schools of said State, for a period of five years, as provided by a law passed by the General Assembly of Indiana on the 25th day of February, 1889, and by a supplemental act, approved March 5, 1891. Such bids will be opened on the 7th day of May, 1891, at 4 o'clock p. m., at the office of the Superintendent of Public Instruction, in the city of Indianapolis, Ind. said board reserving the right to reject any or all bids. A copy of said laws, and of blanks for proposals, contracts, bonds, attidavita, etc., will be furnished to prospective bidders upon application to said Board.

W. W. PARSONS, Acting President,

L. H. Jones, Secretary.

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INDIANAPOLIS, April 22, 1891. The annual meeting of the stockholders of the In-dianapolis & Vincennes Rathroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., on

THURSDAY, MAY 14, 1891,

WOLSELEY ON SHERMAN

The Journal has secured a series of articles from the pen of

They will treat of the civil war in the United States, and the part taken therein by the late Gen. SHERMAN. The views and conclusions of the famous English soldier are not likely to be at all times in harmony with those entertained by American soldiers, but it is certain that General Wolseley's articles will be read with close interest by many thousands of the ex-soldiers of the Union. The first of these articles will appear in the SUNDAY JOURNAL of APRIL 26, And will not be found in any other newspaper printed in Indiana.

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